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OXC 4810
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18 APR 1963

MEMORANDUM FOR: Assistant Director, OSA

SUBJECT: Oxygen Consumption vs. A-12 Oxygen Supply

REFERENCE: Memorandum for the Record from [redacted] dated 25 March 1963; subject: Oxygen Consumption vs. Ships Supply OXCART (OXC 4730)

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1. This memorandum is in answer to a query from the Deputy Assistant Director, OSA, for operational comments regarding the cited reference.

2. Referenced memorandum states that present planning calls for an increased oxygen supply for the A-12 by 1 August 1963 which will provide the following oxygen endurance:

a. Flight time of eleven hours with fifty pounds oxygen reserve, or

b. Flight time of eight hours and forty-five minutes with fifty pounds oxygen reserve if one-half of the dual oxygen system failed at the mission mid-point.

3. By comparison, the established operational requirement calls for an oxygen supply which will provide for the following:

a. Thirty minutes ground time, and

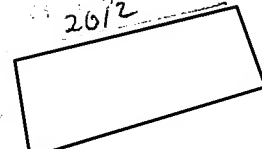
b. Sufficient endurance to complete a ten-hour flight should one-half of the system fail at mission mid-point.

4. The planned oxygen system (paragraph 2. above) should not pose a serious limitation to the operational employment of the A-12. The probability of loss of one-half

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the oxygen system at the exact mid-point of a ten-hour mission is highly remote. However, should such a failure actually occur on an operational mission, the pilot would have sufficient oxygen remaining to safely return to either [redacted] Elselon AFB for landing.

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Deputy for Field Activities, OSA

cc: D/TECH/OSA

OD/OXC/OSA, [redacted] (18 April 63)

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